

The China Mail.

Established February, 1845.

Vol. XLIV. No. 766.

號七十月三年八十八百八千一英

HONGKONG, SATURDAY, MARCH 17, 1888.

日五初月二年子戊

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. AGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GORON & GORON, 30, Cornhill, E.C. BATES & BATES, 37, Walbrook, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street, W. M. WILKINSON, 151, Cannon Street, E.C. PARIS AND EUROPE:—ANDRIEUX & Co., 23, Rue Lafayette, Paris. NEW YORK:—ANDREW WINS, 31, Park Row. SAN FRANCISCO and AMERICAN PORTS generally:—BEAR & BLAKE, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney. OCEANIA:—W. M. SMITH & Co., THE APOTHECARIES CO., Colombo. SINGAPORE, STRAITS, &c.:—SAYRE & Co., Singapore. C. HENNINGSEN & Co., Manila. CHINA:—Macao, F. A. DE CRUZ, Sucro, Quinhao & Co., Amoy, N. MOALHE, Fouchon, Hongkong & Co., Shanghai. LANE, CRAWFORD & Co., KULLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$3,000,000
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COUNT OF DIRECTORS.
Chairman—HON. JOHN BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.
O. D. BOTTOMLEY, Esq.
H. A. P. MCLEWEN, Esq.
W. G. BRODIE, Esq.
H. L. DALRYMPLE, Esq.
J. S. MOSES, Esq.
L. F. FORBES, Esq.
H. HOPKINS, Esq.
B. LITTON, Esq.

CHIEF MANAGER.
HONGKONG:—THOMAS JACKSON, Esq.
SHANGHAI:—EVEN CAMERON, Esq.
LONDON:—BANKING, Insurance, and General Bank.

HONGKONG.

INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 months, 4 per cent. " "
" 12 months, 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Profits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, January 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturday, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time, will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 4 per cent. per annum interest.
- 4.—Interest at the rate of 34 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked "Hongkong Savings Bank" is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, September 1, 1887. 764

Intimations.

THE HONGKONG AND KOWLOON WHEAT AND GOWDOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging BOMBAY COTTON and COTTON YARN at the Kowloon Wharves will have FREE STORAGE for 14 days from arrival, after which 3 Cents per bale per month will be charged.

ISAAC HUGHES, Secretary.
Hongkong, November 7, 1887. 2148

A RAMELLE THROUGH SOUTHERN FORMOSA.—By Mr. G. Taylor. This Article, which has been reprinted from the China Review, contains one of the best sketches of Formosa yet written. A few roughly executed woodcuts are included in the pamphlet. May be had—Price, \$1—of Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALSH, Ltd., Hongkong; also Mr. N. MOALHE, Amoy.
Hongkong, March 8, 1888. 363

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended 31st December, 1887, on or before the 31st Instant, on which date the Accounts will be closed.

By Order of the Board of Directors,
D. GILLIES, Secretary.
Hongkong, March 15, 1888. 434

LIQUIDATION OF THE COMPANIA NAVIERA DE FILIPINAS.

THE Liquidators of the above Company have decided to pay a FIRST DIVIDEND of 15% to the SHAREHOLDERS or to their legal representatives or successors.

PAYMENT will be made on and after the 8th Instant, on presentation of the Scrip at the Office of St. Du. AMOR OZGA, Plaza de Cervantes No. 6.

(Signed) A. ORTIZ, GEO. ARMSTRONG.
Hongkong, March 12, 1888. 414

IMPORTANT NOTICE.

SELLING-OFF!
THE ENTIRE STOCK OF JAPANESE CURIOS, SILKS, &c., &c., AT REDUCED PRICES.

KUHN & Co.
Beg respectfully to intimate that owing to the closing of their Hongkong Store, they have decided to hold previously a 20 DAYS' CLEARANCE SALE, TO COMBENCE ON

Monday, the 12th Instant.

This affords a very favourable opportunity to Art Collectors and wholesale Buyers. The whole of the SUBSTANTIAL AND ELEGANTLY CARVED TEAKWOOD SHOW CASES covered with MAROON SILK PLUSH, PLATE GLASS MIRRORS, PLATE GLASS TOP COUNTERS, TABLES, WRITING DESKS, MIRRORS, &c., &c., for immediate disposal and delivery, whole or in parts.

For Particulars apply between the hours of 8 to 10 A.M. to

KUHN & Co., opposite the Hokokoro Hotel.
Hongkong, March 8, 1888. 397

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOYAGERS' ESSENTIALS: BINOCULARS AND TELESCOPES. REPAIRS, LOGS AND OTHER COMPLEMENTS. ADMIRALTY AND IMRAY CHARTS, NAUTICAL BOOKS.
English Silver & Electro-Plated Ware, Chrome & Co.'s Electro-Plated Ware, GOLD & SILVER JEWELLERY in great variety.

DIA MONDS
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES, Secretary.
Hongkong, August 25, 1885. 1458

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon, D.D.S., F.R.C.S., (FORMERLY ASSISTANT APPRENTICE AND LATELY ASSISTANT TO DR. ROBINSON.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROBINSON, No. 2, DUNDRELL STREET.

CONSULTATION FREE.
Discount to relatives and families.
Sole Address
2, DUNDRELL STREET (Next to the New Oriental Bank).
Hongkong, January 12, 1888. 66

J. D. KILEY, SAIL-MAKER.

TENTS, AWNINGS AND FLAGS.
No. 23, Prince Central, HONGKONG.

HONGKONG, November 1, 1887. 2136

THE REVENUE OF CHINA.

A SERIES OF ARTICLES. Reprinted from "The China Mail."

THIS PAMPHLET is now ready, and may be had of Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALSH, Ltd., Hongkong; also Mr. N. MOALHE, Amoy.

Price, 6d. Each.
Hongkong, March 8, 1888. 363

Business Notices.

LANE, CRAWFORD & Co.

For Piano. MUSIC. For Violin.

CHAMBER'S ETUDES.
Chopin's ETUDES, POLONAISES and BALLADES.
Mendelssohn's COMPOSITIONS and LINDEN ORNAMENT.
Beethoven's QUARTETS for 2 Violins, Alto & Cello, arranged for Piano.
Beethoven's SONATAS.
Bach's PRELUDES and FUGUES for Piano.
Field's NOCTURNES.
Jensen's WANDERBILDER.
Heller's COMPOSITIONS.
New Songs, by Rossini, Molloy, Dishi, Moir, Lilliers de Laro, Wellings, etc., etc.
NEW VALERS, LANGERS, QUADRILLES and POLKAS.
LATEST LONDON SUCCESS—OLD TIMES COACH GALOP (vocal obligato), by Crowe, author of See Saw, etc.

LANE, CRAWFORD & Co.
Hongkong, March 7, 1888. 384

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE.

TIFFIN AT 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM. TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS and MALT LIQUORS of the VERY BEST QUALITY ONLY.
Hongkong, April 1, 1887. 607

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

THE HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.
Hongkong, September 16, 1885. 1612

W. POWELL & Co.

WE HAVE RECEIVED THIS WEEK, OUR FIRST DELIVERIES OF

NEW SPRING DRESS MATERIALS,

Over 500 Pieces to select from, varying in Price from 12 CENTS per Yard.

NEW STRAW HATS, FLOWERS, FEATHERS, RIBBONS, LACES, &c., &c.

W. POWELL & Co.
VICTORIA EXCHANGE, March 8, 1888. 394

NEW GOODS.

TALL SILK HATS.
DRESS FEEL HATS.
BLACK, BROWN, DEAB and GREY HARP FEEL HATS.
TERRA and other Soft HATS.
TWEED HATS and CAPS in new shapes.

STRAW and FINE HATS.
STALK UMBRELLAS, from \$5, over 10 to choose from.

WALKING STICKS, a very large assortment.
WATERPROOF COATS, Leggings and CHAIN APRONS.
TRAVELLING RUGS & SCOTCH MANTLES.
OVER COATINGS, light and heavy.

OVER COATINGS, Ulster Tweeds.

Fine Black DIAGONAL and COARSEWEAVE for Dress Suits.
Black, Blue & Brown Fancy Black, Cheek DIAGONAL COATINGS.
Fancy and Cheek TWEED SUITINGS.
Trousers, in a great variety of Stripes, Checks, &c.

CHICKENING FLANNELS, in Checks, Stripes & Plain.
French Printed SHIRTINGS.
Unshrinkable PLAIN SHIRTINGS.
Winter, Medium and Summer Under Vests and PAJAS.

READY-MADE ULSTERS IN STOCK.

Solid LEATHER PORTMANTEAUX.
OVERLAND TRUNKS, GLASS-STONE BAGS, and a variety of TRAVELLING CASES, all sizes.
Silk & Horse, Black, Navy and Colours.
Lamb's Wool, Merino and Lisle Thread & Hose.
White Dress SHIRTS.
Lining & E. S. BOOTS and SHOES.
SHOOLING BOOTS, RUBBER BOOTS.
Patent Leather Boots and SHOES.
DANCING PUMPS, all sizes.
Large Stock of SCARVES, TIES, HANDBKERCHIEFS, BRAIDERS.

ROBT. LANG & Co.
Hongkong, February 21, 1888. 285

DE JONG'S PURE SOLUBLE COCOA.

THE "ACME" OF ALL PURE COCOAS, MAKES THE MOST DELICIOUS HOT OR COLD AND ICED COCOA AND CHOCOLATE.

DR. HEHNER, the well-known Public Analyst, reports:—A SAMPLE of De Jong's PURE SOLUBLE COCOA having been submitted to me, I have much pleasure in stating that I found it to be of ABSOLUTE PURITY and of the HIGHEST EXCELLENCE. It surpasses in deliciousness and wholesomeness of taste the best kinds of similar Cocoa, which have hitherto been offered to the public.

This Cocoa, taken in cold water and without Sugar, is an unfailing remedy for Diarrhoea.

DE JONG'S COCOA is not only the most nutritious article of food, but is easily assimilated by even so delicate a digestion, and therefore, a great benefit to invalids.

DE JONG'S COCOA may be obtained from

LANE, CRAWFORD & Co., Agents for Hongkong.
Hongkong, February 22, 1888. 300

Intimations.

WANTED.

A SITUATION in a Mercantile House as an ASSISTANT CLERK by a Competent JAPANESE, who has a thorough knowledge of English, has served a long time in a large Silk Export House in Yokohama and has good experience in General Office Work and Book-keeping.

Apply to A. C., c/o THE CHINA MAIL OFFICE, Hongkong, March 15, 1888. 432

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1887.

CONTRIBUTORS to the above Office are requested to furnish the Updates for the year ending 31st December, 1887, in Order that the DISTRIBUTION OF BONUS may be arranged. Returns not rendered prior to the 31st DAY OF MARCH INSTANT, will be adjusted by the Office, and no Claims or Adjustments will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED, Hongkong, March 1, 1888. 330

NOTICES TO CONSIGNEES.

UNION LINE. NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Euphrates*, Captain EDWARDS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon Pier, and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense; and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd Instant, or they will not be recognised.

FUSSELL & Co., Agents.
Hongkong, March 16, 1888. 436

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOERABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Borneo*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GOWDOWN CO., LD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 21st Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, March 14, 1888. 423

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutub*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GOWDOWN CO., LD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 21st Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, March 14, 1888. 424

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship *Diamond*, Capt. McCARTHY, will be despatched from the above Port on TUESDAY, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, March 13, 1888. 417

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship *Uppingham* will be despatched from the above Port on TUESDAY, the 20th Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, March 13, 1888. 418

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer *Alyssa*, Captain ROY, due about 16th Instant, with part Cargo from JAPAN, will be despatched above on the 21st Instant, at 4 p.m.

For Freight or Passage (1500), apply to GIBB, LIVINGSTON & Co., Managers.
Hongkong, March 5, 1888. 369

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Co.'s Steamship *General*, Captain W. W. W. SCARVER, will leave for the above Ports on or about the 24th Instant.

For further Particulars, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, March 15, 1888. 429

For Sale.

FOR SALE.

J. L. MUMM & Co.'s CHAMPAGNE.

Quarts \$20 per Case of 1 doz.
Pints \$22 " " " 2 " "

Dubos Freres & Co. GERMANY & Co.'s BORDEAUX CHAMPAGNE AND WHITE WINES.

Baxter's Celebrated "Barley Brew" WHISKY, \$74 per Case of 1 doz.

GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1894. 1187

Notice of Firm.

NOTICE.

MR. M. GROTE has this Day been admitted a PARTNER in our Firm.

CHATER & VERNON.
Hongkong, January 1, 1888. 5

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Co.'s Steamship *Italian*, Captain S. ASHTON, will be despatched for the above Ports on SUNDAY, the 18th Instant, at 9 a.m.

For Freight or Passage, apply to DOUGLAS LAPELLE & Co., General Managers.
Hongkong, March 15, 1888. 430

NAVIGAZIONE GENERALE ITALIANA

(FLORENCE & RUBATTONI UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUER, PORT SAID, MESSINA, NAUDES (LEGHORN), and GENOA; all MEDITERRANEAN, AFRICAN, LANTINIAN and SOUTH AMERICAN Ports, up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Co.'s Steamship *Biagio*, Captain TOGIANO, will be despatched as above on MONDAY, the 19th Instant, at Noon.

At Bombay the Steamers are discharging in FRANK'S DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, March 13, 1888. 408

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Co.'s Steamship *Uppingham*, Captain JACKSON, will be despatched as above on TUESDAY, the 20th Instant, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, March 13, 1888. 417

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Co.'s Steamship *Diamond*, Capt. McCARTHY, will be despatched from the above Port on TUESDAY, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, March 13, 1888. 417

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship *Uppingham* will be despatched from the above Port on TUESDAY, the 20th Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, March 13, 1888. 418

THE GIBB LINE OF STEAMERS.

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo and Passengers at through rates for CHEFOO, HIENTSIN, NEW-SHANGHAI, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Admiral*, Capt. FREEMAN, will be despatched as above on MONDAY, the 19th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, March 17, 1888. 443

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOERABAYA, VIA SAIGON SINGAPORE.

The Co.'s Steamship *Borneo*, Capt. WILKINS, will be despatched as above on or about the 20th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, March 17, 1888. 444

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 26th day of March, 1888, at 3 p.m., are published for general information.

By Command.

ARATHOON BETH, For the Colonial Secretary.

COLONIAL SECRETARY'S OFFICE, Hongkong, 17th March, 1888. 446

Particulars of the Letting by Public Auction, to be held on MONDAY, the 26th day of March, 1888, at 3 p.m., by Order of His Excellency the Officer Administering the Government, of Thirteen Lots of Crown Land, at Hung-hong, Kowloon, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lots.

No. of Sale	Locality	Boundary Measurements	Area	Value
1	Island No. 181	100 ft. by 100 ft.	10,000 sq. ft.	225
2	" 182	100 ft. by 100 ft.	10,000 sq. ft.	225
3	" 183	100 ft. by 100 ft.	10,000 sq. ft.	225
4	" 184	100 ft. by 100 ft.	10,000 sq. ft.	225
5	" 185	100 ft. by 100 ft.	10,000 sq. ft.	225
6	" 186	100 ft. by 100 ft.	10,000 sq. ft.	225
7	" 187	100 ft. by 100 ft.	10,000 sq. ft.	225
8	" 188	100 ft. by 100 ft.	10,000 sq. ft.	225
9	" 189	100 ft. by 100 ft.	10,000 sq. ft.	225
10	" 190	100 ft. by 100 ft.	10,000 sq. ft.	225
11	" 191	100 ft. by 100 ft.	10,000 sq. ft.	225
12	" 192	100 ft. by 100 ft.	10,000 sq. ft.	225
13	" 193	100 ft. by 100 ft.	10,000 sq. ft.	225

THE HONGKONG AMATEUR ATHLETIC SPORTS

TO BE HELD ON THE CRICKET GROUND, ON SATURDAY, the 7th April.

The following is the LIST of EVENTS, viz.:

- 1—100 yards Flat Race, 2 prizes.
- 2—Putting the Shot, 1 prize.
- 3—120 yards Handicap, 2 prizes.
- 4—High Jump, 1 prize.
- 5—Quarter Mile Flat Race, 2 prizes.
- 6—One Mile Walking Race, 1 prize.
- 7—Throwing the Shot Ball, 1 prize.
- 8—Pole Jumping.
- 9—Soldiers Half Mile Race, 3 prizes.
- 10—Half Mile Race (Handicap), 2 prizes.
- 11—120 yards Hurdle Race, 2 prizes.
- 12—Boys Race, 200 yards (Handicap) for Boys under 15, open to European Schools, 3 prizes.
- 13—Veterans Flat Race, 120 yards (Handicap). Open to all, 35 years old and of 10 years residence in India, China or the Tropics, 2 prizes.
- 14—Long Jump, 1 prize.
- 15—Tug-of-War, 1 prize.
- 16—Small Girls Race (Handicap), under 7 years, 3 prizes.
- 17—220 yards Flat Race (Handicap), 2 prizes.
- 18—One Mile Flat Race, 2 prizes.
- 19—Consolation Race, 1 prize.
- 20—International Tug-of-War, 1 prize.

With the exception of Events Nos. 9, 12 and 16, the above are Open to all Gentlemen and Amateurs, who are Members or Visitors of the Hongkong Club, Club Germania, Ladies' Recreation Club, Hongkong Cricket Club, Victoria Recreation Club, and also to COMMISSIONED MILITARY and NAVAL OFFICERS.

INTENDING COMPETITORS are requested to send in their ENTRIES (on Chequer forms which can be obtained at the Hongkong Club, Cricket Club, Victoria Recreation Club, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Messrs. FALCONER & Co.), to the Hon. Secretary not later than SATURDAY, the 31st instant, on which date ENTRIES CLOSE.

CHAS. H. THOMPSON, Hon. Secretary.

Hongkong, March 17, 1888. 448

NOTICE TO CONSIGNEES.

S.S. STRATHLEVEN, FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from the ship.

Cargo impounding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised.

ADAMSON, BELL & Co., Agents.

Hongkong, March 17, 1888. 445

TO LET.

HOUSE No. 1 'BALL'S COURT', Bonham Road.

SHOP No. 6 'BRANDENBURG ARCADE', Queen's Road.

HOUSE No. 31 'WEST VILLA', Pokfulam Road.

SHOP No. 24 'BANK BUILDINGS', Queen's Road, now occupied by Messrs. KUN & Co.

Apply to BELLIOS & Co., Hongkong, March 17, 1888. 447

SHIPPING.

ARRIVALS.

March 17, 1888.

Strathleven, British steamer, 1,683, C. W. Pearson, New York and Singapore March 10, General.—ADAMSON, BELL & Co.

Belgia, German barque, from Whampoa.

Deenbush, Dutch steamer, 1,163, P. Hou-thoff, Saigon March 12, Rice.—JARDINE, MATHESON & Co.

Adington, British steamer, 809, W. Bynell, Saigon March 12, Rice.—STERN & Co.

Augusta, German barque, 473, J. J. Schell, Ambrosia February 6, Timber.—EDWARD SCHILLER & Co.

Pakhan, British str., 343, Jas. Young, Bangkok March 10, Rice.—HOP HING HONG.

Mejoo, Chinese steamer, 1,313, M. Lancaster, Shanghai March 13, and Swatow 16, General.—C. M. S. N. Co.

DEPARTURES.

March 17.

Director Barrow, for Whampoa.

Lafite, for Hongkong.

Thiet, for Yokohama.

Kwang Lee, for Shanghai.

Taiwan, for Swatow.

Khiva, for Singapore and Bombay.

CLEARED.

Ene, for Havre.

Clara, for Saigon.

Haiton, for Coast Ports.

Euphrates, for Yokohama.

Strathleven, for Shanghai.

PASSENGERS.

ARRIVED.

Per Strathleven, from Singapore, 44, Mrs. Pearson, and 199 Chinese.

Per Deenbush, from Saigon, 11 Chinese.

Per Pakhan, from Bangkok 11 Chinese.

Per Mejoo, from Shanghai, 40, Mr. Quetch, and 12 Chinese.

DEPARTED.

Per Thiet, from Hongkong: for Nagasaki, Messrs. Rausch, for Yokohama, Messrs. H. Gilie, H. Neale, 1 Chinese woman and 2 children, and 3 Chinese; for Yokohama, Mrs. Cain, Mrs. Ah Kok, Mr. and Mrs. R. Turner, 2 children and Indian servant, Messrs. Mow Tong and Hing Gan.

Per Kiang Lee, for Shanghai, 4 Europeans, and 320 Chinese.

Per Borneo, for Amoy, 120 Chinese.

Per Dalia, for Haiphong, 60 Chinese.

Per Taiwan, for Swatow, 170 Chinese.

Per Khiva, for Singapore, 542 Chinese.

TO DEPART.

Per Haiton, for Swatow, Mrs. and Miss Hancock; for Foochow, Mrs. and Miss Cameron and maid, Major Churchill, Messrs. Aning Yit Gan and Sik Qua; for Coast Ports, 150 Chinese.

Per Clara, for Saigon, 50 Chinese.

Per Euphrates, for Yokohama, 1 European.

SHIPPING REPORTS.

The British steamer Strathleven reports: Left Singapore on the 16th instant, had fine weather throughout the passage.

The Dutch steamer Deenbush reports: Had good weather, moderate breeze from Eastward, clear sky, on nearing port thick and foggy. Saw British mail steamer Ozma, about 50 miles off Gap Rock.

The Chinese steamer Mejoo reports: Had thick foggy weather.

POST OFFICE NOTICES.

MAILS BY THE SWATOW, AMOY AND FOCHOW.

For Saigon, at 9 a.m., on Sunday, the 18th inst., instead of as previously notified.

For STRAITS & POMBAY.—For Saigon, at 11.30 a.m., on Monday, the 19th inst.

For SWATOW & SHANGHAI.—For Saigon, at 11.30 a.m., on Monday, the 19th inst.

For STRAITS SETTLEMENTS.—For Chi Yuen, at 3.30 p.m., on Monday, the 19th inst.

For STRAITS & CALCUTTA.—For Saigon, at 2.30 p.m., on Tuesday, the 20th inst.

For AMOY AND MANILA.—For Saigon, at 3.30 p.m., on Tuesday, the 20th inst.

For SYDNEY, MELBOURNE & ADELAIDE.—For Saigon, at 2.30 p.m., on Saturday, the 24th inst.

For SINGAPORE.—For Saigon, at 3.30 p.m., on Saturday, the 24th inst.

MAILS BY THE GERMAN PACKET.—The German Contract Packet Sochen will be despatched on MONDAY, the 19th instant, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi, to the Straits Settlements, Batavia, Burma, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry closes at 2 p.m.

The Mail closes at 3 p.m. Late Letters till 3.30 with 10 days' delay.

Correspondence should be marked P.M. GERMAN MAIL, or with the name of the Packet.

HOURS OF CLOSING.

THE FRENCH MAIL.

The following hours are observed in closing Mails, &c., by the French Contract Packet.

Day before departure.

5 p.m.—Money Order Office closes.

Post Office closes, except the Night Box, which is always open out of Office hours.

Day of departure.

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters closes.

10.30 a.m.—Filing of all printed matter and patterns closes.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 10 cents until 11.30 a.m.—When the Post Office closes entirely.

11.30 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

POST OFFICE NOTICES.

MAILS BY THE SWATOW, AMOY AND FOCHOW.

For Saigon, at 9 a.m., on Sunday, the 18th inst., instead of as previously notified.

For STRAITS & POMBAY.—For Saigon, at 11.30 a.m., on Monday, the 19th inst.

For SWATOW & SHANGHAI.—For Saigon, at 11.30 a.m., on Monday, the 19th inst.

For STRAITS SETTLEMENTS.—For Chi Yuen, at 3.30 p.m., on Monday, the 19th inst.

For STRAITS & CALCUTTA.—For Saigon, at 2.30 p.m., on Tuesday, the 20th inst.

For AMOY AND MANILA.—For Saigon, at 3.30 p.m., on Tuesday, the 20th inst.

For SYDNEY, MELBOURNE & ADELAIDE.—For Saigon, at 2.30 p.m., on Saturday, the 24th inst.

For SINGAPORE.—For Saigon, at 3.30 p.m., on Saturday, the 24th inst.

MAILS BY THE GERMAN PACKET.—The German Contract Packet Sochen will be despatched on MONDAY, the 19th instant, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi, to the Straits Settlements, Batavia, Burma, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry closes at 2 p.m.

The Mail closes at 3 p.m. Late Letters till 3.30 with 10 days' delay.

Correspondence should be marked P.M. GERMAN MAIL, or with the name of the Packet.

HOURS OF CLOSING.

THE FRENCH MAIL.

The following hours are observed in closing Mails, &c., by the French Contract Packet.

Day before departure.

5 p.m.—Money Order Office closes.

Post Office closes, except the Night Box, which is always open out of Office hours.

Day of departure.

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters closes.

10.30 a.m.—Filing of all printed matter and patterns closes.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 10 cents until 11.30 a.m.—When the Post Office closes entirely.

11.30 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

In regard to the question of railway connection between Hongkong and our new territory in Burma, we are glad to be able to state that Government is already moving. The Bengal Central Railway will carry out surveys eastwards from near Chong-chang Nara; and we trust that, in view of the importance of a separate connection by land with Burma, the Assam-Chittagong project will not be lost sight of. The proposed line of the Bengal Central Railway will help to secure our Province against anxiety from famine, when the vast rice supply of Eastern Bengal is thus directly within reach of railway transport, and the immense rice and jute trade from these districts will also be served more rapidly and safely than at present.—Fischer.

'FRAGRANT WATERS' MURMUR.

That the Diveson House has shown very good results, and General Cameron hit the nail on the head, in his brief speech, when he said "Deaths are better than words."

That it is to be hoped Admiral Sir Nowell Salmon will follow up his manoeuvres at Singapore with the organisation of a sham night attack on Hongkong Harbour.

That such a movement would help to familiarise people with what the real thing might be (if such an emergency should ever arise), and show our defenders where the weak points are.

That the gallant Admiral may perhaps wait until the memorable shore guns are in position, and he has in reality something to attack.

That I congratulated the performers in the "Sorcerer" on the success of their performance, and gladly commend the Committee of the Choral Society on the "wise discretion" they have shown in the distribution of their charities.

That a good deal of public lion has lately been washed in soiled, and though the press may have plausible grounds for making details public, nothing can palliate the prurient curiosity that carried some members of the community to the Police Court—quite by accident.

That the few who shined in that direction cannot advance extreme youth as in any way offering an excuse for their presence.

That it is creditable to the "giddy youths" of the Colony, that most of them, apparently stayed away.

That I noticed some of those ancient misdemanees attempted to condone the offence with their consciences by putting in an appearance at morning service the following day.

That Kowloon is making rapid progress towards civilisation, as shown by this week's Flower Show.

That Kowloon-Super-Mare presented quite a brilliant spectacle, on Tuesday morning.

That I won't go quite so far as make reference to a "garden of beautiful women," still I saw a very fair sprinkling of pretty faces about equally divided between coy maidens and mature matrons; and also some very pretty summer frocks.

That an interesting feature in the Show was some very bonnie wee human "rosabuds."

That all these accessories, combined with good music, bright sunshine, and most hospitable treatment at the hands of the Committee, made the afternoon a most enjoyable one.

That Mr Dorabji's genial countenance has almost become part and parcel of all such exhibitions, towards which he has always so successfully assisted.

That I beg to offer the promoters my hearty congratulations on the great success of their tentative efforts, and to express a hope that they will not rest upon their well-earned laurels.

That strangely enough the luscious Strawberries shown were nearly all eaten on the premises, while the 14-inch carrots and the 3-pdr. cabbages remained intact.

That I had a fancy that a first-class private hotel built on or near those beautiful grounds would soon be filled.

That a correspondent asks "in what respect the Ten Commandments have proved a failure."

That in so far as Moses himself succeeded in breaking them all at one time, they may be looked upon as somewhat of a failure.

That I believe this explanation has not been advanced before.

That a native Canton paper writes it is not the French Consul but Mr Pittman who has become the fortunate possessor of a six-legged pig.

That the lucky owner of a porker possessed of six hams will surely have little difficulty in going the whole hog.

That I shall be extremely obliged if any of your readers will kindly explain the meaning of the expression 'a hog of bacon' as used in Kent.

That a 'hog' is an expression for a 'shilling' in some parts of Ireland, but as an Irish hog may bear some resemblance to an Irish bull, the Kentish expression of a 'hog of bacon' remains unexplained.

That an Irishman from Limerick reminded me to-day, by his "wearin' o' the green," that this was really St. Patrick's Day.

That one might have thought the unanimous decision of the Referees upon the protest entered against the Nymph winning the Douglas Challenge Cup would have closed the case.

That the tone of some of the comments, both before and after the decision, is not such as was wont to pervade amateur yachting in Hongkong.

That I am afraid "See Serpent" is wriggling somewhat in his endeavour to extract more from the winner's letter than was intended.

That the full statement of facts is presumably in the possession of the Referees only, and upon that evidence alone can their decision be adversely criticised.

That it might have been well had the reasons been given for the decision, although even then all parties might not have been satisfied.

That if, as I am led to believe, the winner did much more to tempt the steam-launch to the reef than the steam-launch people possibly could have done to the yacht owing to ignorance; and if, as I also understand, the steam-launch ought to have been at the White Rocks to mark the spot, then the winner of the Douglas Challenge Cup deserved praise rather than protest.

That the interpretation question seems likely to remain very snugly in that pigeon-hole, after the time-honoured custom of Crown Colonies.

That the British Consular and Colonial services have long proved a fine recruiting ground for the Imperial Customs, and that the fault is ours.

That Volapuk has not a ghost of a chance against crisp Anglo-Saxon, which is destined to be the universal language.

That Germany compels her sons to speak English, and that the citizens of America speak it with variations; so that its universality is almost secured already.

That the study of old Chancellor recalls the days of 'old Pan' by again carrying the German people with him, and securing peace because he was ready for war.

That speaking of prongs, it was about time the British Representative at Peking opened his mouth to say something, but it could hardly have been expected that the something would have been against British enterprise.

That the air of Peking has doubtless disagreed with Sir John Walsman, and a run home would be beneficial generally.

That there has been a "muckle city" about the opening of the West River, but no more.

That Hongkong should endeavour to open up closer relations with the Northern Australian Territory, as the possibilities of mutual profit are very considerable, and will become greater if the Chinese are excluded.

That the difference between the Surveyor General and the Steam Dredger is that the first is simply Price and the other is simply beyond Price; the dredger has been on view at Kowloon for some days past.

That Hongkong has been called by many names: 'The Malta and Gibraltar of the East,' 'The Model Colony,' 'Olanham Junction,' 'The Abode of Bliss,' 'The Isle of Fragrant Streams,' and (in some quarters) 'The Home of the Dollar Grinders'; but why it should be dubbed 'The Isle of the Sirens' I am at a loss to say.

That the Low Level Tramway is one of the next wants of the Colony.

That as there is a great dearth of cheap houses for Europeans, and we cannot all afford to drive our own carriages, more certain means of communication must be found between the business quarter and the numerous sites still available.

That the Guild question must be taken up by the Government here sooner or later, and all virtual monopolies held by Chinese through the power of these Guilds broken up or restricted.

That I am glad to note the manifest improvement in the condition of Mercantile Jack in this port.

That the beachcomber nuisance is much abated, and Mr Goldsmith's report is encouraging.

That much good would result if Jack could be induced to abandon his inveterate habit of growling and to obey orders given by his officers with cheerfulness and alacrity; he would soon find the advantage.

That your Meteorological Contributor is evidently one who 'knows how the wind blows' and can observe the peculiarities of the weather as well as of the Observatory folk.

That I think it would be advisable to time all the special weather changes to arrive here either at the hour of 10 a.m. or 4 p.m., and intimate that 'no others need apply.'

That this fog is playing ill-natured pranks with mail steamers—keeping the Englishman in harbour for six hours and the Frenchman outside for a longer period.

That speaking of mail steamers, our Governor is establishing a reputation as a cosmopolitan: Canadian Pacific, P. & O., Messageries, and the German have all had a turn.

BROWNE.

CORRESPONDENCE.

MAILS TO NATAL.

To the Editor of the 'CHINA MAIL.'

Hongkong, 17th March.

Sir,—Could nothing be done to improve the means of communication between China and South Africa? At present letters from here are sent to England, and are forwarded from there to Natal, occupying about three months on the passage. There are surely some points in the route between China and England in communication with South Africa at which mails could be transferred; and if so, it would surely be possible for the South African here to ascertain at what time letters should be posted here in order to catch the joining mail and be delayed as little as possible en route. People would not object to pay the double postage now demanded, but they feel the inconvenience of having to wait six months for a reply to a letter.—Yours,

DISPATCH.

THE FIRE BRIGADES.

To the Editor of the 'CHINA MAIL.'

Hongkong, 17th March 1888.

Sir,—What I contend is, that it is posthumously unjust on the part of the community generally, that they should have to bear the entire cost of maintaining the Fire Brigades. Fire insurance when well conducted has hitherto proved a profitable investment, and it is only just that those reaping the benefit should bear a reasonable proportion of the expenses that are entailed for dealing with fires. In the principal cities of Europe this mode of assisting in keeping up Government Brigades has been adopted, presumably on the ground that it is the most equitable one. Our Government may depend upon it, that in their desire to do justice to all sections of the community, they cannot do better than follow the practical common sense shown by the London Corporation in their fire bill. Taxation on any other principle will never meet with home sanction.

Nothing is more wanted in Hongkong than an intelligent reorganization of the Government Brigade with a practically trained man at its head.

Although year by year the City is vastly increasing, the same rule of thumb is to-day as it did 15 years ago, the destruction of buildings being dealt with on the basis of the result that long before even one steam engine can be dragged—say to West Point—it generally happens that two or three houses are destroyed. That no proper organization exists is but too palpably evident, as one can see the steam engines being dragged half way to East Point, and then turned back, the modest shanty having perhaps burnt itself completely out—or been successfully dealt with by the hand manual. Only a week ago a fire broke out within 150 feet of the Central Fire Station, but before they can get fairly to work for houses, the steam engines are left at one station, and the Government of Hongkong then the scandalous use that has been made of a system of patronage that could sanction the position of Fire Superintendent being entrusted to one whose incapacity is so notorious. Until some one is appointed who can see the wisdom of dealing with fires from the point of view of the community, instead of from the point of view of the individual, as is usual here, so long will the destruction continue on its excessive scale.—Yours,

S. JOHN'S CATHEDRAL ORGAN FUND.

The following Statement of Accounts relative to the Organ Fund is submitted for the information of the Seatholders and Congregation of the Cathedral.

I. The Builders' Account. (Abridged.)

Cost of Organ ...	£ 1,605	s. 4	d. 6
Freight 10 per cent. ...	165	10	0
Freight ...	64	2	4
Insurance ...	18	8	1
Assistant's passages and time ...	276	0	0
Memorial Brass (ordered) ...	10	15	0
	2,164	15	5

Draft, 7.4.85 ...	£ 817	10	0
Cheques, 3.3.87 ...	1,104	2	4
Cash in Hongkong ...	15	11	6
Draft, 9.1.88 ...	60	15	0
Balance ...	106	16	7
	2,164	15	5

* This is an obvious overcharge. It has been thought better, however, to close the account as if correct, and to recover the amount overcharged as soon as particulars are obtained. The sum recovered will be carried to credit of the Fund.

II. The Trustees' Account.

Payment at 3/05 ...	£ 4,044	4	0
Do, at 3/1 ...	7,679	92	0
Do, at 3/12 ...	100	0	0
Do, at 3/18 ...	389	90	0
Do, at 3/05 ...	69	50	0
	13,468	75	0

Foundations ...	£ 924	0	0
Organ Chamber ...	825	0	0
Iron Joists ...	93	51	0
	1,202	51	0

Hotel expenses of Assistant ...	144	0	0
Labour, and Coolie-hire ...	65	0	0
Doubt Interest ...	70	0	0
	279	0	0

	£ 14,961	0	0
--	----------	---	---

Fête in Public Gardens ...	£ 5,830	0	0
Fête in City Hall ...	1,673	0	0
Offertories ...	3,269	0	0
Organ Recitals ...	105	20	0
Sale of old Organ ...	250	0	0
Interest ...	403	0	0
Concert ...	248	44	0
E. Sharp Esq. ...	250	0	0
Sundry donations ...	201	40	0
Balance ...	2,624	0	0
	14,951	4	0

Including £128.80 interest.

A. LISTER,
Secretary and Treasurer.

Examined with vouchers and found correct.

JAMES H. COX,
J. H. STEWART LOCKHART, Auditors.

Hongkong, March 16th, 1888.

STATISTICS OF FOREIGN MAIL.

STEAMERS IN BRITISH COLONIES.

"Tloaru," writes a correspondent to the "Melbourne Guardian," that the Government has given to foreign mail steamers in British Colonial ports, in allowing them the status of men-of-war, is to be seriously brought before the House of Commons during the ensuing session. The various Chambers of Commerce in Colonial ports, from Kurrachee to Hongkong, have taken the matter up vigorously, for the members feel that not only are British ships mail steamers and others thus placed at a disadvantage in our own ports, but no similar advantages are given to British mail steamers in foreign ports, such as Brindisi and Marseilles. Two members connected with the trade of Eastern ports, having canvassed the matter among their friends and acquaintances in the House, have been encouraged to take steps which will insure the subject being debated, and the opinion of the House being obtained on the anomaly. When the Ordinance giving these privileges was brought before the Legislative Council of Ceylon by order of the House Government, several influential members voted against it, and it was only carried by the votes of the officials in the Council.

CORRESPONDENCE OF THE SUBURB.

As will be remembered, the matter was first taken up by the Hongkong Chamber of Commerce.

The Committee, wrote to the Chambers in the principal British Colonies and Dependencies throughout the world and have received replies from most

of them. The following are some of the answers received:—

(From Singapore Chamber.)

Singapore, 9th June, 1887.
Dear Sir,—Your letter of date 21st May, together with the printed Circular Letter under date 20th May, on this subject, has received the careful consideration of my Committee.

In reply I am to inform you that this Chamber entirely agrees with and endorses the views expressed in the circular letter and is prepared to support and co-operate with the Chamber in a joint Memorial to the Secretary of State, on the lines indicated in the recent resolution of your Chamber and in the last paragraph of your circular letter.—I am, &c.,

ALEX. GENTLE, Secretary,
The Secretary, Hongkong General Chamber of Commerce, Hongkong.

(From Rangoon Chamber.)

Rangoon, 18th June, 1887.

Sir,—I am directed to acknowledge receipt of your Circular Letter of 20th ultimo asking the assistance of this Chamber in getting the practice of giving the Status of men-of-war to subsidised mercantile vessels of Foreign Governments abolished.

In reply I am directed to inform you that this Chamber entirely concurs in the views expressed in your letter now under reply, and is prepared to join in sending a joint Memorial to H.B.M.'s Secretary of State for Foreign Affairs, to try and effect this end.—I have, &c.,

J. STUART, Secretary,
To the Secretary, Hongkong General Chamber of Commerce.

(From Colombo Chamber.)

Colombo, 18th June, 1887.

Sir,—I am in receipt of your circular letter of 20th May, 1887, upon the subject of the Status of Ships of War, according to certain vessels of Foreign Governments.

In reply I am directed to inform you that this Chamber concurs in the views expressed in your letter as to the abolition of the Hongkong General Chamber of Commerce, and that this Chamber will be prepared to join in a memorial of the nature indicated in the concluding paragraph of your letter.

It is to be regretted that the course of legislation in the two Colonies has been very similar. Bills have been introduced into the Ceylon Legislature under instruction from the Imperial Government. They have been uniformly opposed by the representatives of the Mercantile community and other Unofficial members, who have advanced arguments identical with those contained in your letter. The bills have, however, on each occasion been carried by the official majority.

BENNETT, Esq., Vice-Chairman,
H.K. Gen. Chamber of Commerce.

(From Kurrachee Chamber.)

Kurrachee, 4th July, 1887.

Dear Sir,—In reply to your circular letter dated 20th May, regarding certain concessions granted by the Government of your Colony to some Foreign Mercantile lines of Mail Steamers.

I am directed by my Committee to say, that so far as the case has been stated, you have the sympathies of this Chamber. The Committee, however, do not see their way at present to assist in the matter, but when a joint representation is determined upon, this Chamber would be glad to add its support to any movement to abolish the granting of special advantages to Foreign Subsidised Mercantile Steamers over British Steamers.—I am, &c.,

HARRY W. BROOK, Secretary,
The Chairman, Hongkong General Chamber of Commerce, Hongkong.

(From Madras Chamber.)

Madras, 11th July, 1887.

Dear Sir,—I beg to acknowledge receipt of your letter of the 20th May, requesting the co-operation of this Chamber, together with those of sixteen other Chambers of Commerce, in a simultaneous joint Memorial to the Secretary of State for Foreign Affairs, urging that all regulations granting to Foreign Mail Steamers 'the Status of Men-of-war' in British waters be rescinded and that only Mail Steamers carrying criminals be free from the operation of the law of 'Habeas Corpus.'

In reply I am to inform you that the action of your Chamber in this matter has the full approval of this Chamber, and that this Chamber is prepared to sign the Memorial whenever it is forwarded.—I am, &c.,

S. R. TURNBULL, Chairman.

To A. P. McEwen, Esq., Vice-Chairman, Chamber of Commerce, Hongkong.

(From Bengal Chamber.)

Calcutta, 18th July, 1887.

Sir,—The Committee of this Chamber have considered your circular of 20th May, 1887, on the question of the Status of vessels of War granted to the Messageries Maritimes, and have decided to support the action of your Chamber in this matter has the full approval of this Chamber, and that this Chamber is prepared to sign the Memorial whenever it is forwarded.—I am, &c.,

Hon. W. M. Deane, Captain Superintendent of Police, I recollect Mr Elmer coming to me about the end of March last year, about a fire at No. 34 Bonham Strand. His object was to name me to institute a criminal action against the master of the house for arson in connection with it. I told him that my standing instructions were not to institute proceedings for arson against the occupier of a building who was supposed to set fire to his insured premises.

By the Attorney General—Mr Elmer gave me information on the matter. He did not tell me that it was an outsider who was supposed to have set the house on fire. In the case of an owner who was supposed to have instigated an outsider to set fire to the house I should have considered it was a case for the Insurance Company prosecuting. There is nothing in my instructions to prevent me from assisting in the discovery of such a crime. No suggestion to that effect was made. Mr Elmer was simply a formal demand that the Police should take it up. If I had been applied to for the services of a detective I should have allowed that.

By Mr Akray—I made no offer of any assistance to Mr Elmer.

By Mr Elmer—I am a clerk to Messrs Meyer and Co. I remember the fire at 34 Bonham Strand, the Man Yuen Yung house. I was asked by Mr Garra to make some inquiries about the fire. I got a report that there was something suspicious and he then asked me to make inquiries. I asked the neighbours about it. I asked at the Hau Fung and the Wo Kee. A man in the Hau Fung said it was a very bad affair and very curious. I went with him to the roof of his house and had a look at the burned house. I mentioned that the plaintiff had made a claim for tea. The man laughed and said that was ridiculous. He said he could have had no tea in his house. The man told me that on the night of the fire his people smelt the fire and called the Man Yuen Tong's attention to it. The answer was 'We have no fire here.' It must be you. The Wo Kee people told me they noticed the glare of fire

(From Sydney Chamber.)

Sydney, 11th October, 1887.

Dear Sir,—In reply to your Circular of 20th May last relative to certain concessions which are granted by the Government of your Colony in favour of Foreign Mercantile lines of Mail Steamers which are highly subsidised by their respective Governments, I have to apologise for delay in replying thereto, such delay having been occasioned by the difficulty experienced in endeavouring to obtain official replies from our Government.

After some considerable trouble our Chairman, the Hon. S. A. Joseph, M.L.C., has been enabled to go through into the subject, and on his report to the Committee I am instructed to reply.

1st. That any right that is accorded the French line of Mail Steamers is purely of a real character, British Mail Steamers receiving the same privilege in French Ports and Dependencies.

2nd. That none of the difficulties or unpleasantness referred to in your Circular have ever occurred in Australia—all claims, &c. having been settled amicably and with considerably less friction than is ordinarily experienced with British Merchant lines of Steamers or sailing vessels.

3rd. That any 'equal rights' are granted to British Mail Steamers in the ports of the respective Governments subsidising Foreign Mercantile lines of Mail Steamers, this Chamber is unwilling to join in the proposed memorial to the Imperial Government to alter the existing regulations.—I am, &c.,

HARVEY CHAS. MITCHELL, Secretary,
The Secretary, Chamber of Commerce, Hongkong.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before the Hon. J. Russell, Acting Chief Justice, and a Special Jury.)

Saturday, March 17.

YU TEE WAN v. GARRETS and REUTER.

The hearing of this case was resumed to-day. The Attorney General (Hon. E. O'Malley) and Mr Robinson, instructed by Messrs Caldwell and Wilkinson, appeared for the plaintiff, and Mr E. J. Akray, instructed by Messrs Wotton and Deacon for the defendants.

Mr Garra, re-examined for the defence, said, in reply to Mr Akray,—I am quite sure that before taking proceedings I knew the names of the owners of the Pang Yu Tai. When I said to plaintiff we could only pay a proportional amount he did not say anything about additional goods. If I had not had all the information I spoke of yesterday I would have paid. I had given instructions for the arrest of plaintiff before the interview of 2nd April. The offer of settlement was used as a means to keep him there. Lau Ngok in his evidence stated that it was on 19th March plaintiff first spoke to him. That was the day that the additional assurance was made, which increased the whole amount to \$40,000.

By the Court—Mr Deacon said he was well acquainted with Wong Chuk Lum. He did not say how he knew him. He said he knew nothing against him except his name and occupation. He did not tell me the date nor the extent of the speculation. He said he had come to grief over it. He did not say he had been in the Bankruptcy Court over it, nor that he had been sentenced by the Bankruptcy Court to six months imprisonment. Plaintiff insured with Messrs Caldwell and Wilkinson, and his policy about three years ago. I believe it was from 1881 or 1882 his first policy dated. I saw Pustan's policy; it contains a condition requiring that persons insuring must give notice of any insurance on the same property elsewhere, in which case only a proportional payment on the loss would be made. There is also a clause in our policy relieving the insurer from the declaration but still leaving the stipulation as to proportional payment.

His Lordship—Would it not have been a reasonable thing to let the claim rather than imprison the man, when you had the suspicion of his having too much of it? Witness—I got further information to the effect that his position and character were bad and that he could not have had the amount of goods stated in his place. It did not occur to me to inquire of my comrade whether the value of the fittings and furniture was anything like the amount claimed. Lau Ngok went to plaintiff and told him the policy was accepted. I would not consider it a proper thing to grant a policy for \$3,000 on furniture if there was only \$1,400 worth of furniture. It would be the duty of the clerk who attends to the insurance to see that this was not done. I was afraid that plaintiff might disappear until all our evidence had gone, if we took civil proceedings against him.

His Lordship—Did you think it a proper thing to believe that a man who had been insured in your office for several years would be likely to do this? Witness—I am not sure. The object of offering the \$22,000 was simply in order to keep the plaintiff until he could be arrested. I was not prepared to pay my proportion of the \$22,000 if it had been accepted.

Hon. W. M. Deane, Captain Superintendent of Police, I recollect Mr Elmer coming to me about the end of March last year, about a fire at No. 34 Bonham Strand. His object was to name me to institute a criminal action against the master of the house for arson in connection with it. I told him that my standing instructions were not to institute proceedings for arson against the occupier of a building who was supposed to set fire to his insured premises.

By the Attorney General—Mr Elmer gave me information on the matter. He did not tell me that it was an outsider who was supposed to have set the house on fire. In the case of an owner who was supposed to have instigated an outsider to set fire to the house I should have considered it was a case for the Insurance Company prosecuting. There is nothing in my instructions to prevent me from assisting in the discovery of such a crime. No suggestion to that effect was made. Mr Elmer was simply a formal demand that the Police should take it up. If I had been applied to for the services of a detective I should have allowed that.

By Mr Akray—I made no offer of any assistance to Mr Elmer.

By Mr Elmer—I am a clerk to Messrs Meyer and Co. I remember the fire at 34 Bonham Strand, the Man Yuen Yung house. I was asked by Mr Garra to make some inquiries about the fire. I got a report that there was something suspicious and he then asked me to make inquiries. I asked the neighbours about it. I asked at the Hau Fung and the Wo Kee. A man in the Hau Fung said it was a very bad affair and very curious. I went with him to the roof of his house and had a look at the burned house. I mentioned that the plaintiff had made a claim for tea. The man laughed and said that was ridiculous. He said he could have had no tea in his house. The

